



## UFOs OVER MEXICO: UPDATE

The Aeromexico flight had been cleared to land by the central control tower of Mexico City International Airport. The short hop from Guadalajara had been routine. Captain Ruano began his final approach, locking the landing gear of the DC10 in place. Suddenly the smooth descent of the jet was interrupted by a strong jolt. Something had collided with the aircraft. The veteran pilot immediately responded to the impact by calling the tower to report

the collision and request emergency landing procedures be instituted.

The remaining minutes of the flight passed slowly until the DC10 and its passengers were safely on the ground. When Captain Ruano exited the plane, the maintenance crew was already inspecting the undercarriage. The visible damage amazed everyone. The right strut had been sheared in two: not broken or cracked from metal fatigue, but cleanly cut in half.

Demanding to know what had hit his airliner, Ruano confronted the air traffic controllers who reported that radar indicated

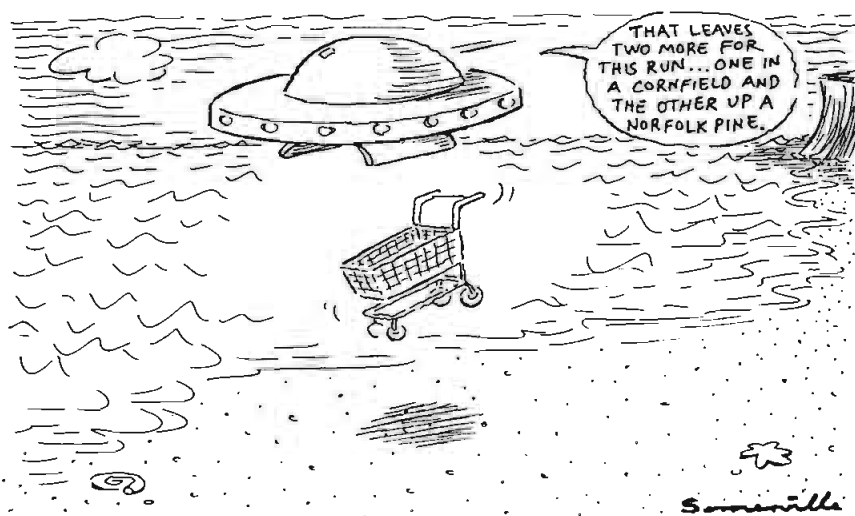
nothing near the aircraft until the moment of impact. At that instant, an unidentified echo had appeared beneath the DC10. A second after the collision, it had vanished.

Captain Ruano had heard the stories of UFOs over Mexico, but generally dismissed the tales as the product of over-imaginative minds. Now, as a pilot whose responsibility it is to transport the public safely, he set a personal mandate to discover what else was occupying the airspace over the world's largest city. He wasn't alone in his quest. In less than two weeks, formal reports had been filed on seven near-misses and one collision between passenger-carrying aircraft and unknowns.

Supported by the Pilots' Association, Captain Ruano and others openly discussed the incidents. Everyone concerned sought answers to unfathomable questions, including many of the air traffic controllers—two of whom granted exclusive interviews. Each has over 20 years' experience and expressed confidence in their highly sophisticated radar system, the TDX 2000.

Mike began the conversation. "We have the most advanced radar system in Latin America. Our system takes readings from the surface to the sky. It hasn't any limits."

"This is very weird," Rick added. "It's not easy for us to report these things. The pilots have a reputation to protect, and so do we. But the passengers are our joint



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responsibility. And we know these things are flying around the aircraft because the pilots report them to us. And it is the testimony of the computer.

"Sometimes the objects are in static flight, stationary. This was the case with Captain Ruano. Just before that incident, we received reports from people in the street, calling us to ask what's going on. They said there was an object near the Diaz building and an aircraft was passing extremely close to it. We had nothing on radar. Then we received the emergency call from Aeromexico. It was a very dangerous situation."

The two explained that every identified aircraft carries a transponder that relays data to the control centre computers. Each echo has a tag with the call-sign of the aircraft, the flight number, the name of the flight, the speed, the altitude and the type of aircraft. Their problems arise when unidentified echoes appear on radar, especially in the air corridors above the city.

"Many times the UFOs appear when an aircraft is on final approach to the runway." Rick's concerns surfaced. "It's not only dangerous for the aircraft—you know, an aircraft could go down—but this is very dangerous because our airport is in the city."

Mike agreed. "The pilots are reporting objects crossing their path when they are on approach. Sometimes the report registers on radar. Sometimes it doesn't. But the pilots see these objects and want to know what the traffic is. They might say, 'I

have traffic at 12 o'clock. It's too close.' And I have to say to the pilot, 'This is not known traffic.'

"Why do they appear on final approach? Why? Why do they cross the path of an airplane? So, when we see lights or echoes and they are interfering with our control, we worry."

Until this camcorder flap, there were but a handful of photographs or films depicting unknowns and knowns in the same shot. Now, many recent video segments out of Mexico contain airliners (knowns) and UFOs (the unknowns) in the same frame. Some show the unidentified craft moving out of the way of oncoming traffic, others show the objects pacing the planes, and one shows a UFO sitting piggyback directly above a passenger-carrying aircraft.

"I've been working in this field for 25 years," Mike continued. "And you get used to some strange phenomena, but these objects also seem to interfere with the electronic instruments of the aircraft. Somehow, the energy of the objects distorts the computers which begin giving bad readings. Wrong readings. Wrong altitudes.

"The pilots have to take manual control of the aircraft. They have to shut off the automatic system because it's giving false directions. The pilots don't know what's happening. Their speed reads an increase. For instance, in a Boeing 747 we register a speed of 500 knots. Suddenly it jumps to 800 knots. That's not possible for a normal aircraft. We have even talked to the engi-

neers that work on our system and we've asked if these are failures in the images we receive. They say, 'No. These echoes and readings are real.'"

There are approximately 150 air traffic controllers in Mexico City. Most of them have seen the unidentified echoes or had visual contact with unknowns. In one particular case, 15 unknowns flew in curious patterns for over one hour.

"We saw the objects on the screen," Rick said, "and at the same time the controllers in the Toluca tower had visual contact. On the screen the echo looks like an aircraft with a void of information. And at that time we didn't have any known traffic in the area. Just 15 unidentified objects, flying in a way no aircraft can, and visual confirmation of our echoes."

On 16th September 1994, Mexico's Independence Day, an unknown echo was charted on radar for five hours while controllers at the Toluca airport and civilians in the city viewed the aerial antics in disbelief. Since 1991, the appearance of unknowns on this date has provided some of the best UFO footage ever seen. As if desiring to participate in the annual celebration, unknowns regularly appear before, during or immediately after the military air parade.

This inexplicable, overt behaviour of the UFOs being seen over Mexico began in July 1991 during the total solar eclipse, when unknowns were videotaped by 17 different people in four different cities. Labelled by ancient Mesoamerican cultures as the "Sixth Sun", this eclipse was prophesied to herald a shift in consciousness, coupled with life-altering events which included "encounters with the Masters of the Stars". Some observers have speculated that the mass sightings of the past five years may well be phase one—an introductory level to future direct encounters.

Since the eclipse, these "Voyagers of the Sixth Sun" have inundated the skies of this country. Literally thousands of reports have been filed from all areas of the country, by people in all walks of life. Basically ignored by the media in the rest of the world, Mexico's print and television journalists have thoroughly covered this historic, ongoing flap which has been duly given headlines on several occasions.

On 2nd January 1993, every major newspaper in Mexico City carried headlines similar to *La Prensa's* "ASTONISHMENT! UFOs OVER THE CAPITAL!" Column



inch after column inch was devoted to the 1st January mass sighting that literally brought this busy metropolis to a standstill. Awestruck citizens filled the streets. Traffic on the congested thoroughfares stopped. Reporters scribbled notes as professional and amateur videographers steadied their cameras. Everyone watched as two silver, disc-shaped objects hovered over the city for five hours. For the rest of the world, this was news of immense proportion that was never disseminated to the public.

Aside from the lack of curiosity expressed by the world's media, there are two truly fascinating aspects to this case. The first is the overwhelming amount of physical material that has been gathered. This continuing wave of UFO activity has provided over 2,000 videotapes and numerous still-photographs of unidentified flying objects.

The scope of physical documentation of the presence of UFOs over Mexico has, to date, yielded 14 distinct classifications of craft, the majority of which appear to be solid, physical structures capable of reflecting light. The unknowns on videotape perform aerial manoeuvres that exceed the limits of conventional aircraft: stopping in mid-flight, reversing course, streaking off at tremendous speed.

Utilising an Inovian PTS3 which was specifically designed to analyse raw video data—and has been used for such by the Department of Defense—it has been determined that the objects have the ability to materialise and dematerialise in one frame of video—1/30th of a second. According to the computer, most of the unknowns are highly reflective objects, some distance from the lens of the camera, that defy physics as we understand the term.

The second aspect is the objective view of the people of Mexico who know something undefined is flying in their airspace. The majority are not afraid of the concept, but, like the pilots, they wish to define and clarify it. Led by the historic prophecies of the Maya and Aztec, the denizens of this vast country approach the phenomena with an open mind. They can't explain the activity, nor do they try. But they accept it as a reality.

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## "STAR WARS" OVER AUSTRALIA? by Graham Stewart

One of the most spectacular video footages of a UFO encounter was taken by cameras on board the *Discovery* space shuttle on 15th September 1991. The video sequence was picked up live by a number of amateurs who were directly monitoring the transmissions. The material has been shown in news broadcasts and circulated amongst UFO researchers worldwide.

The video shows several small, bright objects manoeuvring on screen, apparently interacting with one another in a complex fashion. Sceptics have usually insisted these are merely shots of some of the many small ice particles which inevitably end up in orbit with every space shuttle.

UFO investigators were quick to dispute this interpretation, and US scientist Dr Richard Hoagland soon conclusively demonstrated the objects were actually large-sized and many hundreds of kilometres away from the shuttle.

One UFO in particular appears to rise up from below the Earth's dawn horizon and can be clearly seen emerging from behind the atmosphere and the 'airglow' layers. It

is certainly in orbit around the Earth, some distance out in space, and travelling quickly.

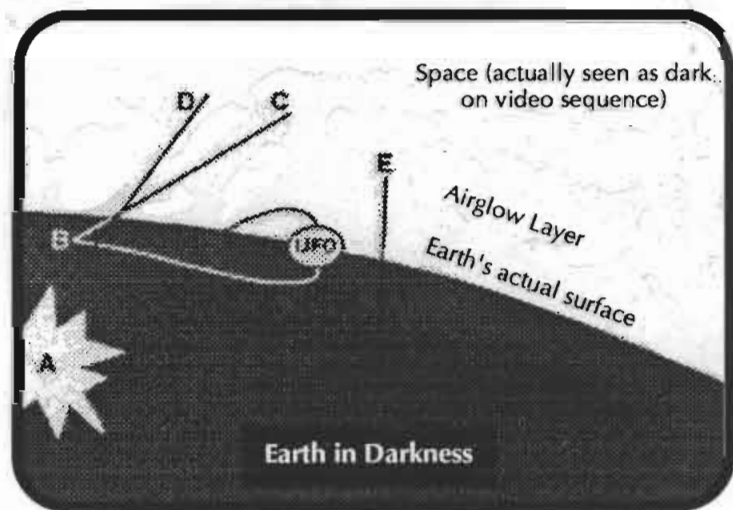
A sudden, bright flash of light is then seen to the left of the picture, below the shuttle. The UFO then turns at a sharp angle and heads out into space at very high speed. Two thin beams of light (or possibly condensation trails) move rapidly up from the Earth's surface towards where the UFO would have been if it had continued in its original orbit.

Subsequently, careful analysis of the video shows that:

- The distance from the *Discovery* to the Earth's horizon is 2,757 kilometres.
- The UFO's speed before accelerating into space is calculated at 87,000 km per hour (Mach 73).
- Three seconds after the light flash, the UFO changes direction sharply and accelerates off into space at 340,000 km per hour (Mach 285) within 2.2 seconds. (Such an acceleration would produce 14,000 g of force.)

The light flash and light beams (or contrails) that shoot into space have variously been described as a ground-based attempt to disrupt or destroy the UFO. Hoagland

Diagram to show relative components of the NASA UFO sequence (as seen from the space shuttle *Discovery*).



In the above diagram, the UFO is seen to come up over the horizon below the airglow layer and then change direction to the right where it travels to the point marked "B". It then encounters the flash from below and left of the shuttle and accelerates very rapidly away and out through the airglow layer into space to disappear at point "C".

"A" is the position where the flash is observed in the video sequence. Line "D" is the first contrail to be seen which, if extended back, ends very close to Exmouth Bay, Western Australia. Line "E" is the second contrail to be seen in the video sequence. This line, if extended back, places it just about right on top of the Pine Gap facility near Alice Springs, central Australia.

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interprets the incident captured by the *Discovery's* videocamera more specifically as a "Star Wars" weapons test against a Star Wars drone (the UFO). Other UFO investigators prefer to describe it as a Star Wars attempt against an extraterrestrial UFO. Whichever version you prefer, the technology implied is most certainly impressive—at least of Star Wars calibre.

More recently, from New Zealand, investigators have reviewed the video and corrected the actual time it was taken. They have found that the UFO incident was recorded over Australia and not the Philippine islands as was originally thought. *Discovery's* trajectory had already taken it across Surabaya in Java and above the Simpson Desert, Western Australia.

The UFO is first picked up coming over the horizon when the shuttle is close to Lake Carnegie, WA. Later, the light flash and one contrail can be tracked back to Exmouth Bay near the North West Cape

military facility. A second contrail can be tracked back to the Pine Gap military facility in central Australia.

US investigators have been asking their Australian counterparts to provide further information which they don't have and which they probably can't get. All the information we have on the incident so far comes from the US or New Zealand. And, of course, there are Australia's stringent secrecy laws to contend with.

The scenario was probably captured on video purely by chance. Along with other UFO incidents recorded on video by NASA, this material has contributed significantly towards NASA's recent decision to discontinue live television transmissions from space.

(Source: Reprinted from the September 1995 issue of *UFO Reporter*, the quarterly publication of *UFO Research (NSW)*, PO Box Q95, Queen Victoria Building, Sydney, NSW 2000, Australia)

## REMOTE-VIEWING REPORT

On Halloween, 1979, at the Jerome Bar in Aspen, Colorado, I met a man who was a master at "remote-viewing". When he asked about my life I told him about my adventures promoting this book on a world tour.

Most people, in those days, responded to my information about mind control with either disbelief or horror. He was most matter of fact and his response surprised me.

"A friend dared me to remote-view the inside of the supposed NORAD site within I think it's called Cheyenne Mountain outside Colorado Springs. I've never been there in my body. Now, what I do is something like what has been called 'astral projection' or 'out-of-body travel'," he explained. "It's apparently different from what Price or Swan did in that government-supported remote-viewing experiment at Stanford Research Institute.

"Well, I went out of my body and suddenly I was inside the NORAD tunnel inside the mountain. A bell went off and I was frozen, trapped by some ray. All I thought was, 'I'm dead! I'll never get back to my body!' I was aware of a lot of activity: warning lights blinking, sirens blaring, security guards running around with weapons cocked.

"Then this one security chief comes up to me and aims some kind of device at me up where I'm trapped near the ceiling of this tunnel. He reads the feedback and says, 'Okay. You can let him go. It's just another one of those sleepwalkers.' And suddenly I was back inside my body.

"After that, I thought about what I'd seen in one room off this tunnel. I'd seen large half-orbs stacked on top of each other like diminishing-sized bicycle bells. And I realised that these were being used in an experiment which was designed to influence a local election somewhere in Florida. Later I saw a picture of a Tesla generator and it looked just like those stacked-up bells.

"I think our secret government has some real Buck Rogers technologies to control us," he said. "I'd like to help you research your second book."

(Source: *Operation Mind Control: The Cryptocracy's Plan to Psychocivilize You (1994)*, by Walter Bowart. For more information, contact Vericomm, PO Box 32314, Oakland, CA 94604-2314, USA, or email: [vericomm@c2.org](mailto:vericomm@c2.org))

